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PART II - MISCELLANEOUS NOTIFICATIONS OF INTEREST TO THE PUBLIC

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NOTIFICATIONS BY HEADS OF DEPARTMENTS Etc.,
VISAKHAPATNAM PORT AUTHORITY
GENERAL ADMINISTRATION DEPARTMENT

No.IGAD/BDS/VCTPL-SOR/2025/5514.

Date : 04.02.2025.

PUBLICATION OF DRAFT NOTIFICATION ON GENERAL REVISION OF VCTPL SOR UNDER 2019 GUIDELINES.

GENERAL REVISION OF VCTPL SOR UNDER 2019 GUIDELINES

(As per "Tariff Guidelines, 2019 for the BOT operators operating in Major Port Trusts who were governed by the Tariff Guidelines of 2005 (Tariff Guidelines 2019)")

Visakhapatnam Port Authority is empowered to approve Tariff of BOT operators. Accordingly, Ministry under section 53 of the Major Port Authorities Act 2021 directed Major Port Authorities to consider fixing tariff in respect of the existing PPP concessionaires, governed by the erstwhile Tariff Guidelines of 2005, 2008, 2013, and 2019 respective Concession Agreements, with the approval of the concerned Board of Major Port Authorities.

Accordingly, Visakhapatnam Port Authority Board approved the Scale of Rates (SOR) of M/s VISAKHA CONTAINER TERMINAL PRIVATE LIMITED (VCTPL) vide Resolution No. 87/2024-25 in the Meeting No.2 of 2024-25 held on 08.11.2024 and the same are enclosed for Gazette notification.

The revised Scale of Rates shall come into force after expiry of 30 days of notification of this order and shall be in force for a period of 3 years from effective date of implementation of this order.

Sd/-.,
Secretary,
Visakhapatnam Port Authority,
Visakhapatnam.

Annex**VISAKHA CONTAINER TERMINAL PRIVATE LIMITED**
SCALE OF RATES**DEFINITIONS AND CONDITIONS**

This Scale of Rates sets out the charges payable to Visakha Container Terminal Private Limited (VCTPL) from time to time for the use of services and facilities provided by Visakha Container Terminal Private Limited (VCTPL).

1. DEFINITIONS

In this Scale of Rates, unless the context otherwise requires, the following definitions shall apply:

- (i). **“Container”** means any freight container complying with all relevant prevailing ISO standards. Generally, it is designed to facilitate the carriage of goods by one or more modes without intermediate reloading; fitted with devices permitting ready handling and with unique identification numbers and markings.
- (ii). **“Per Day”** means per calendar day or part thereof.
- (iii). **“Port”** means the Visakhapatnam Port Authority (VPA) whereas “Terminal” means the Container Terminal, operated by Visakha Container Terminal Private Limited.
- (iv). **“VCTPL”** means Visakha Container Terminal Private Limited, a company incorporated in India, its successors and assigns.
- (v). **“Reefer”** means any Container for the purpose of the carriage of goods, which require refrigeration.
- (vi). **“Transshipment Container”** means container discharged from a vessel and placed in the custody of the VCTPL for the purposes of shipment on another vessel declared on a transshipment manifest and Import Advance List.
- (vii). **“Coastal Vessel”** means any vessel exclusively employed in trading between any port or place in India to any other port or place in India and / or having a valid coastal license issued by the Competent authority / Director General of Shipping.
- (viii). **“Foreign-going Vessel”** means any vessel other than a coastal vessel.
- (ix). **“Hazardous container”** means a Container containing hazardous goods as classified under IMO including empty container with residual content of hazardous material.
- (x). **“Out of Gauge (OOG) Container”** means a Container carrying over dimensional cargo beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam, etc. Damaged Containers and Container requiring special devices for lifting is also classified as Out of Gauge Container.
- (xi). **“FCL”** means containers said to contain Full Container Load.
- (xii). **“ICD”** means Inland Container Depot.
- (xiii). **“LCL”** means containers said to contain less than full container load (Container having cargo of more than one importer/exporter).
- (xiv). **“Shut Out Container”** means a container, which has entered in to the terminal for export for a vessel as indicated by VIAN and is not connected to the vessel for whatsoever reason.

- (xv). **“Tonne”** means one metric Tonne of 1,000 kilograms or one cubic metre.
- (xvi). **“VIAN”** means Vessel Identification Advise Number.
- (xvii). **“ICD Container”** means containers discharged from a vessel and placed in the custody of the VCTPL for the purposes of loading on a Train, inside the Terminal.
Also **“ICD Container”** means containers discharged from a Train inside Terminal and placed in the custody of the VCTPL for the purposes of shipment on a vessel.

2. GENERAL

- (i) (a). System of classification of vessel for levy of Vessel Related Charges (VRC)
 - (i). A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.
 - (ii). A Foreign going vessel of foreign flag can convert to coastal run on the basis of a Specified Period Licence or voyage issued by the Director General of Shipping and a custom conversion order.
- (b). Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate
 - (i). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
 - (ii). In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.
 - (iii). For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates.
- (ii). Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate
 - (a). Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:
 - (i). Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.
 - (ii). Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.
* The Central Board of Excise and Customs Circular no.15/2002-Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.
 - (b). In case of a Foreign flag vessel converted to coastal run on the basis of a Specified Period License or voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.

- (iii). Charges denominated in US dollar terms shall be collected in equivalent Indian rupees. For this purpose, the Reference rate notified by the Reserve Bank of India or the market buying rate notified by State Bank of India, as may be specified from time to time, prevalent on the date of entry of the vessel into the Terminal (in case of import containers) and on the date of arrival of containers in the Terminal Premises (in case of export containers) shall be applied for re-conversion of the dollar - denominated charges into Indian rupees.
 - (iv). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
 - (v).
 - (a). Users shall pay penal interest on delayed payments of any charge under this Scale of Rates. Likewise, the VCTPL shall pay penal interest on delayed refunds.
 - (b). The rate of penal interest will be 15% p.a. The penal interest will apply to both the VCTPL and the users equally.
 - (c). The delay in refunds by the VCTPL will be counted beyond 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.
 - (d). The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the VCTPL. This provision shall, not apply to the cases where payment is to be made before availing the services as stipulated in the Major Port Trusts Act, 1963.
 - (vi). A premium of, 25% will be levied in case of Hazardous cargo containers/Out of Gauge containers over the applicable handling charge.
 - (vii). In case of coastal containers, concession is applicable on composite box rate. The composite box rate on all coastal containers shall not exceed 60% of the corresponding charges for normal containers. In case of transshipment of coastal containers similar concession in handling charges will be allowed with reference to applicable handling charges for normal handling operation in loading or unloading cycle.
 - (viii). In case a vessel idles due to non-availability or breakdown of the shore based facilities of VCTPL or any other reasons attributable to the VCTPL, rebate equivalent to berth hire charges payable by that vessel to VPA which accrued during the period of idling of vessel shall be allowed by VCTPL.
 - (ix). User will not be required to pay charges for delays beyond a reasonable level attributable to the VCTPL.
 - (x). In order to decongest the ports and encourage exporters / importers to utilize the port services beyond regular hours, lower charges will be levied for cargo and vessels related services as well as special discount will be offered in port charges for the services rendered after regular hours.
- [This condition is incorporated in pursuance to the MOS letter No.PD/14033/101/2015-PD.V dated 3 February 2016 based on which a common adoption Order No.TAMP/14/2016-Misc dated 16 February 2016 is approved by the Authority].
- (xi). The Mandatory User Charges for the Logistics Data Bank (LDB) service to be rendered by Delhi-Mumbai Industrial Corridor Development Corporation (DMICDC) in pursuance of MOS communication vide letter No.PD-14033/34/2017-PD-V dated 06 June 2018 will be governed by separate common adoption Order No. TAMP/46/2018-MUC dated 24 July 2019 approved by TAMP for common adoption by all Major Port Trusts and BOT terminals.

- (xii). Coastal goods transported between an Indian port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri Lanka, whether or not calling any port in Sri Lanka in between and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (xiii). Coastal goods transported between an Indian port on east coast and a river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (xiv). The SOR is subject to automatic annual indexation to inflation to the extent of 60% of the variation in Wholesale Price Index (WPI) announced by the Authority occurring between 1st January to 31st December of the relevant year. Such adjusted SOR will come into force from 1st May of the relevant year to 30th April of following year. The 1st annual indexation will be from 1 May, 2021. The indexed SOR by the VCTPL to be intimated by the VCTPL to the VPA, concerned users and to the Authority.

3. APPLICATION

- (i). Import and Export rates shall apply when:
- a loaded or empty container is discharged from a vessel, eventually delivered out of VCTPL; or
 - a loaded or empty container is received at VCTPL yard, eventually is shipped.
- (ii). Transshipment container rates shall apply to a loaded or empty container when it is discharged from the first carrier onto VCTPL's premises and remained in the custody of VCTPL until it is transhipped in its original status by VCTPL to a nominated second carrier.

SECTION - I

1. CONTAINER OPERATIONS

1.1.A. COMPOSITE RATE FOR HANDLING IMPORT AND EXPORT CONTAINERS:

(in ₹)

Sl. No.	Particulars	Container not exceeding 20 feet in length		Container exceeding 20 feet in length and upto 40 feet length		Container exceeding 40 feet in length and upto 45 feet length	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
(a).	Laden Containers - Import / Export	5,583	3,348	8,373	5,024	11,165	6,699
(b).	Empty Containers - Import / Export	3,082	1,849	4,623	2,774	6,164	3,699
(c).	Transport to Rail Flat from CY or Vice Versa and Lift on/Lift off						
	- Loaded	1,912	1,912	2,866	2,866	3,822	3,822
	- Empty	1,757	1,757	2,638	2,638	3,516	3,516

Notes:

- (1). Services in the case of item no. (a) and (b) above include handling by quay crane and lashing/unlashing, transport between CY and quayside, lift on or off at CY, landing and

loading the container from or to the trailer, data handling, processing and wharfage.

- (2). Services in the case of item no. (c) above includes transportation from CY to rail siding and loading the container on rail flat or vice versa.
- (3). Export Containers are to be delivered to VCTPL for loading at least 6 hours before berthing of the vessel.

B. REBATES:

Rebates as follows shall be applicable to users for carrying out various operations with their own arrangements with the prior written permission of the VCTPL when the VCTPL equipment are not available for some reason.

(in ₹)

Sl. No.	Particulars	Container not exceeding 20 feet in length		Container exceeding 20 feet in length and upto 40 feet length		Container exceeding 40 feet in length and upto 45 feet length	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
(a).	If the ship's gears are used for loading /unloading containers from ship to shore or vice versa	518	312	778	466	1037	622
(b).	If the terminal user deploys his own tractor trailer for transporting containers from quay to container yard or container yard to quay	431	260	649	389	865	518
(c).	If the terminal user deploys his own equipment for lifting containers from the container yard to truck and vice versa	289	289	432	432	578	578

Note:

- (1). No rebate will be admissible for back to town containers handled by private equipment.

1.2. HANDLING OF TRANSHIPMENT CONTAINERS:

(in ₹)

Particulars	Container not exceeding 20 feet in length		Container exceeding 20 feet in length and upto 40 feet length		Container exceeding 40 feet in length and upto 45 feet length	
	Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
Laden & Empty	4310	2585	6466	3879	8621	5173

Notes:

- (1). The above charges apply to the complete cycle of transshipment i.e. discharge from the first carrier to the loading onto the second carrier, including lashing/ unlashng charges. Services include handling by quay crane (discharge and loading), transport between CY and quayside, lift on and off, stowage planning on vessel and yard, data handling, processing and wharfage.
- (2). A container from foreign port handled at VCTPL for subsequent transshipment to an Indian Port on a coastal voyage or vice versa would be charged 50% of the transshipment charge prescribed for foreign-going vessel and 50% of that prescribed for the coastal category.
- (3). Any transshipment container delivered out of VCTPL by road or rail shall be charged the import/ export container rate.
- (4). A shut out charge as per Schedule 1.8 shall apply:
 - (i). if the carrier is changed after berthing of the originally nominated carrier; or

- (ii). if the nomination is changed from a later carrier to an earlier carrier after the earlier carrier is berthed.
- (5). The vessel on which the transshipment container is to be loaded shall be declared at time of submission of the Import advance list of the vessel on which the said transshipment container is imported or else the transshipment container shall be treated as normal container for the purpose of fixing tariff.

1.3. LIFT ON OR LIFT OFF:

(in ₹)

Sl. No.	Particulars	Container not exceeding 20 feet in length		Container exceeding 20 feet in length and upto 40 feet length		Container exceeding 40 feet in length and upto 45 feet length	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
(a).	Laden	789	789	1185	1185	1580	1580
(b).	Empty	633	633	948	948	1265	1265

1.4. HATCH COVER HANDLING FOR ONE OPERATION (both opening and closing):

Sl. No.	Particulars	Foreign-going (In US \$)	Coastal (in ₹)
(a).	Without landing Hatch Cover on the quay	25.93	1155
(b).	With landing Hatch Cover on the quay	51.87	2313

Note:

- (1). Half the rate shall be applicable if there is only one activity, i.e. either an opening or closing operation.

1.5. SHIFTING OF CONTAINERS WITHIN VESSEL (Re-stows):

Sl. No.	Particulars	Container not exceeding 20 feet in length		Container exceeding 20 feet in length and upto 40 feet length		Container exceeding 40 feet in length and upto 45 feet length	
		Foreign-going (in US \$)	Coastal (in ₹)	Foreign-going (in US \$)	Coastal (in ₹)	Foreign-going (in US\$)	Coastal (in ₹)
(a).	Loaded or empty Container shifted by landing and reshipping	51.88	2313	77.81	3468	103.75	4623
(b).	Loaded or empty Container shifted without landing and reshipping	25.94	1155	38.91	1733	51.88	2313

Note:

- (1). Reefer related charges will be applicable as per Schedule 1.7.

1.6. INTERNAL TRANSPORTATION

(in ₹)

Sl. No.	Particulars	Container not exceeding 20 feet in length		Container exceeding 20 feet in length and upto 40 feet length		Container exceeding 40 feet in length and upto 45 feet length	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
(a).	Laden and Empty	1185	1185	1777	1777	2369	2369

Note:

- (1). Internal Transportation Charges apply when a container is required to be moved by a trailer within VCTPL upon customer's request.

1.7. REEFER RELATED AND OTHER GENERAL SERVICES

Sl. No.	Particulars	Container not exceeding 20 feet in length		Container exceeding 20 feet in length and upto 40 feet length		Container exceeding 40 feet in length and upto 45 feet length	
		Foreign-going (in US \$)	Coastal (in ₹)	Foreign-going (in US \$)	Coastal (in ₹)	Foreign-going (in US \$)	Coastal (in ₹)
(a).	Pre Trip Inspection (PTI) (Excluding the electricity charges)	6.39	473	9.58	712	12.76	948
(b).	Reefer Run Test (Excluding the electricity charges)	6.39	473	9.58	712	12.76	948
(c).	Charges for supply of electricity (including connecting and disconnecting, monitoring at Reefer yard) per 4 hours or part thereof-	3.96	293	5.93	440	7.91	589

Notes:

- (1). Services include only plugging/ unplugging and monitoring of the temperature. No maintenance will be performed on malfunctioning reefers.
- (2). PTI and Run Test of the reefer containers are optional services and shall be rendered when requested. This excludes charges for supply of power and monitoring of the reefer during the PTI/ Run test. The PTI/ Run test includes checking of the working condition of reefer machinery and reporting of the condition to the customer.
- (3). These charges will be applicable for restow reefer containers also.

1.8. CHARGES FOR A SHUT OUT CONTAINER

Where an Export container or a Transshipment container is shut out, the following rates shall apply:

Sl. No.	Particulars	Container not exceeding 20 feet in length		Container exceeding 20 feet in length and upto 40 feet length		Container exceeding 40 feet in length and upto 45 feet length	
		Foreign-going (in US \$)	Coastal (in ₹)	Foreign-going (in US \$)	Coastal (in ₹)	Foreign-going (in US \$)	Coastal (in ₹)
(a).	Laden	37.22	2764	55.83	4147	74.44	5529
(b).	Empty	32.96	2449	49.46	3673	65.92	4896

Notes:

- (1). Shut out charges apply when a container is shut out by one vessel and subsequently shipped by another vessel or is back to town.
- (2). The storage charges shall be levied in terms of Schedule 1.10.

1.9. ADDITIONAL CHARGES

(in ₹)

Sl. No.	Particulars	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
1.	Direct Loading - Laden and Empty	1383	2075	2765
2.	Shifting of containers within the terminal including Lift on, Transportation, Lift off - Laden - Empty	2764 2449	4147 3673	5529 4896
3.	Container Cleaning Charges (High pressure water wash)	789	1185	1580
4.	Cancellation of Document - (Per EIR)	118		
5.	One Door Open Charge (Per container)	789		
6.	Fixing / Removal of Seal (per seal)	316		
7.	Fixing/ removal 'Hazardous Sticker' (per container)	316		
8.	Customs inspection within the terminal (per container)	633		
9.	Plugging/ Unplugging of Reefer Container (per container)	80		
10.	Non-Dclaration/ Mis-declaration of Hazardous Container (per container)	4739		
11.	Issuance of documents per document or part thereof (maximum of 5 pages)	238		
12.	VIA Cancellation	1580		
13.	Weighment of Traller with or without Containers/ Cargo (per weighment)	157		

14.	Delay in submission of the relevant documents beyond the prescribed time (charges are per 'document')	789
15.	Non-Declaration/ mis-declaration of OOG Container (Rate per container)	4739
16.	Charges for providing Gangway to Vessel per calendar day	79.39 per hour per gangway subject to maximum of 1579.76 per day per gangway Note: This is an optional service provided at the request of the user.

Notes:

- (1). **Direct loading** charge applies when, at the request of customers, VCTPL accepts an export container delivered to the terminal after the prescribed closing time or accepts the list of export containers that are already in CY before the cut off time but not included in the export advance list submitted before the cut off. This charge is in addition to all applicable charges in a normal export cycle.
- (2). **'Shifting of container'** charges shall be applicable whenever there is a change in shipment status or container status involving actual shifting of the container or any shifting done at customer's request for any purpose including shifting for availing any other service provided by terminal. Shifting is a consolidated charge levied for lift on, transportation and lift off.

Change of shipment status applies when:

- (i). A transshipment container in VCTPL premises is changed to an import container;
- (ii). An import container in VCTPL premise is re-exported;
- (iii). An export container is delivered out of VCTPL premise;
- (iv). A local delivery container is changed to an ICD Container after landing or vice-versa.
- (v). A transshipment container whose outbound VIAN is not declared prior to berthing of the inbound carrier;
- (vi). An Export container arriving by Rail whose outbound VIAN is not declared at least 6 hrs. prior to the arrival of the Train at Rail Siding in the terminal.

Change of container status applies each time the detail of an import or export container whose POD, Size, Status or weight (varying by +/- 2 ton) is changed after processing by VCTPL.

- (3). **Container Cleaning Charges:** These services are optional and the relevant charge is applicable when the containers are cleaned with water.
- (4). **Cancellation charge for EIR** applies when EIR is cancelled at the request of customer.
- (5). **"One Door Open" Charge** is applicable for handling container which requires only one door to be kept open (e.g. Onions) and when door opening and securing is carried by the terminal.
- (6). **Fixing/ Removal of seal**
Bottle seals shall be fixed on every container arriving at the terminal - by rail/ road/ sea - without a proper bottle seal on it, prior to allowing its entry. The terminal staff shall be at liberty to do this without having to obtain prior consent of the shipping lines. The list of such containers on which a seal is affixed by the terminal shall be intimated to the lines. Seals shall be removed at the request of the customer.

- (7). **Fixing/ removal of 'Hazardous Sticker'**
Hazardous stickers indicating the IMCO class only shall be affixed on a container (Four Stickers) carrying hazardous cargo. Similarly old stickers on the container shall be removed from a container carrying non-hazardous cargo. In either case, the customer has to intimate in writing to VCT to undertake the said activity, within the terminal.
- (8). **Customs Inspection**
The inspection of a container shall be allowed at a nominated point only, on the written request of the customer. The container doors can be opened only under customs supervision.
- (9). **Plugging/ Unplugging of Containers**
The Plugging/ unplugging of reefer containers on board the vessel/ train/ truck shall be done at the request of the customer.
- (10). **Non-Declaration/ Mis-declaration of Hazardous Container**
The Customer has to declare the hazardous nature of the cargo as per the IMCO rules and furnish the relevant hazardous details to VCTPL. The charges are for non declaration/ mis-declaration of the hazardous nature and also for not furnishing the full particulars of the hazardous nature including the IMCO class, UN NO, EPS, MFAG, correct technical name, contact details of the person in case of emergency.
However, the liabilities and costs towards the consequences arising due to non-declaration or mis-declaration shall be on the customer's account.
- (11). **Issuance of documents**
The charge is towards Additional documents issued by the Terminal apart from the normal routine Terminal Reports (Vessel reports/ yard report/ reefer report etc.) forwarded to the line.
- (12). **Cancellation of VIA**
Cancellation of VIA applies when the VIAN allocated by VCTPL is subsequently cancelled on request by Vessel Operator for reasons whatsoever.
- (13). **Weighment of Trailer with or without Containers/Cargo**
The service of weighment of trailers/truck is an optional service and shall be offered on the request of the users. The charge includes issuing of the requisite certificate with the weight indicated on it.
- (14). **Delay in submission of the relevant documents**
The relevant documents include Import and Export Advance Lists, Hazardous Manifests, Restows, Import Bay plans and any other document that may be required and declared in due course for smooth operations. The time limit for submission of documents will be notified in advance by VCTPL and any notification thereto will be carried out in consultation with users.
- (15). **Non-Declaration/ Mis-declaration of OOG Container**
The Customer has to declare the dimensions of the container prior to its arrival in the terminal with complete details viz. over high, over width, over length, and gross weight along with the Advance List, for proper planning and execution of operation in the terminal.
- (16). **Providing Gangway to Vessel**
Terminal Gangway shall be provided to vessels which are unable to provide safe access from shore to vessel. The above charges include transportation of the gangway from the nominated storage area to the vessel and vice versa.

1.10. CHARGES FOR STORAGE OF CONTAINERS**(a). Import - Laden and Empty Containers**

Sl. No.	Particulars	Rate per container per day or part thereof					
		Foreign-going (in US\$)			Coastal (in ₹)		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(i).	First 3 days	Free	Free	Free	Free	Free	Free
(ii).	From 4 to 15 days	2.86	5.72	8.58	213	425	638
(iii).	From 16 to 30 days	5.72	11.46	17.17	425	851	1275
(iv).	Beyond 30 days	11.46	22.90	34.35	851	1700	2551

(b). Export- Laden Containers

Sl. No.	Particulars	Rate per container per day or part thereof					
		Foreign-going (in US\$)			Coastal (in ₹)		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(i).	First 7 days	Free	Free	Free	Free	Free	Free
(ii).	From 8 to 15 days	2.86	5.72	8.58	213	425	638
(iii).	From 16 to 30 days	5.72	11.46	17.17	425	851	1275
(iv).	Beyond 30 days	11.46	22.90	34.35	851	1700	2551

(c). Export - Empty Containers

Sl. No.	Particulars	Rate per container per day or part thereof					
		Foreign-going (in US\$)			Coastal (in ₹)		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(i).	First 3 days	Free	Free	Free	Free	Free	Free
(ii).	From 4 to 15 days	2.86	5.72	8.58	213	425	638
(iii).	From 16 to 30 days	5.72	11.46	17.17	425	851	1275
(iv).	Beyond 30 days	11.46	22.90	34.35	851	1700	2551

(d). ICD Containers - Laden & Empty

Sl. No.	Particulars	Rate per container per day or part thereof					
		Foreign-going (in US\$)			Coastal (in ₹)		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(i).	First 15 days	Free	Free	Free	Free	Free	Free
(ii).	From 16 to 30 days	2.86	5.72	8.58	213	425	638
(iii).	From 31 to 45 days	5.72	11.46	17.17	425	851	1275
(iv).	Beyond 45 days	11.46	22.90	34.35	851	1700	2551

(e). Transhipment Containers - Laden & Empty

Sl. No.	Particulars	Rate per container per day or part thereof					
		Foreign-going (in US\$)			Coastal (in ₹)		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(i).	First 15 days	Free	Free	Free	Free	Free	Free
(ii).	From 16 to 30 days	2.86	5.72	8.58	213	425	638
(iii).	From 31 to 45 days	5.72	11.46	17.17	425	851	1275
(iv).	Beyond 45 days	11.46	22.90	34.35	851	1700	2551

(f). Shut Out Containers - Laden & Empty

Sl. No.	Particulars	Rate per container per day or part thereof					
		Foreign-going (in US\$)			Coastal (in ₹)		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(i).	From 1 to 15 days	2.86	5.72	8.58	213	425	638
(ii).	From 16 to 30 days	5.72	11.46	17.17	425	851	1275
(iii).	Beyond 30 days	11.46	22.90	34.35	851	1700	2551

(g). Hazardous Containers

Sl. No.	Particulars	Rate per container per day or part thereof					
		Foreign-going (in US\$)			Coastal (in ₹)		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(i).	First day	Free	Free	Free	Free	Free	Free
(ii).	From 2 to 15 days	3.59	7.17	10.76	267	532	798
(iii).	From 16 to 30 days	7.17	14.32	21.52	532	1064	1597
(iv).	Beyond 30 days	14.30	28.61	42.91	1062	2125	3187

Notes:

- (1). Free dwell-time (storage) period for import containers shall commence from the day after the day of landing of the container and for export containers the free period shall commence from the time container enters the terminal.
- (2). For the purpose of calculation of free time, Sundays, Customs notified holidays and the Terminal's non-operating days shall be excluded.
- (3). Transhipment containers whose status is subsequently changed to local FCL/LCL or ICD container shall be levied storage charges at par with the relevant import containers.
- (4). For over dimensional container, the storage charge shall be based on the actual number of ground slots the respective container occupies under the respective slab as given above.

- (5). Total storage period for shut out container shall be calculated from the day following the day when the container has become shut out till the day of shipment/ delivery.
- (6). The storage charges on abandoned containers/ shipper owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the day of landing of the container, whichever is earlier subject to the following conditions:
- (i). The consignee can issue a letter of abandonment at any time.
 - (ii). If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to following:
 - (a). the Line shall resume custody of container along with cargo and either take it back or remove it from the port premises; and
 - (b). the Line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
 - (iii). The container Agent/ MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on the container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.
 - (iv). Where the container is seized/ confiscated by the Customs Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day the Customs order release of the cargo subject to Lines observing the necessary formalities and bearing the cost of transportation and destuffing. Otherwise, seized/ confiscated containers should be removed by the Line/consignee from the terminal premises to the Customs bonded area and in that case, the storage charge shall cease to apply from the day of such removal.
- (7). The storage charge shall not accrue for the period during which the VCTPL can not effect delivery of Import container or shipment of export container when requested by the user.

1.11. CHARGES FOR REMOVAL OF GARBAGE

A consolidated charge of ₹12,231/- per truck trip shall be payable for removal of garbage collected on board of ship.

1.12. CHARGES FOR SUPPLY OF FRESH WATER

For Foreign going vessel, ₹306/- per 1000 Ltrs. or part thereof will be charged for supply of fresh water, subject to a minimum charge of ₹1,529/-.

For Coastal vessel, ₹183/- per 1000 Ltrs. or part thereof will be charged for supply of fresh water, subject to a minimum charge of ₹918/-.

SECTION – II**2. OTHER SERVICES****2.1. VISITOR ENTRY PASS**

	Yearly	Quarterly	Monthly	Daily
(a). Per Application	₹528	₹265	₹131	₹32

2.2. VEHICLE ENTRY PASS

Per Entry	₹265/-
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Note:

- (1). The vehicle entry fee will not be levied on vehicles entering/ leaving VCTPL's terminal for delivery/ dispatch of containers/ cargo.

2.3. PHOTOGRAPHY

(a). Film Shooting and Photography	₹1,31,804 per day
(b). Carrying Camera inside the Terminal	₹659 per unit
(c). Videography (related to operational activities)	₹3,955 per day

2.4. Charges for use of terminal facilities by vessels.

The charges shall be applicable for non-container vessels i.e. vessels either handling non-compatible cargo or for vessels not handling any cargo at all, berthed at Visakha Container Terminal.

GRT	Rates
Upto 10000	₹2769 per hour
10001 to 30000	₹0.13 per GRT per hour with minimum of ₹2769 per hour
30001 and above	₹0.20 per GRT per hour

Sd/-,
Secretary,
Visakhapatnam Port Authority,
Visakhapatnam.

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